Broad gauge conversion of Ambliyasan-Kalol rail line

†2850. SHRI JAYANTILAL BAROT:

SHRI SURYAKANTBHAI ACHARYA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any plan to convert Ambliyasan-Vijapur-Kalol metre gauge railway line into broad gauge line;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. However, gauge conversion of Kalol-Adrejmoti section of this metre gauge line had already been completed as a part of Gandhinagar-Kalol project.

Introduction of trains for Andhra Pradesh

2851. SHRI NANDI YELLAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) the status and details of the proposal of Andhra Pradesh Government to introduce a super fast train from New Delhi to Secunderabad; a passenger train from Narasapur to Tirupati and a super fast train from Visakhapatnam to Chennai; and

(b) the time likely to be taken to give clearance to these proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) It is proposed to introduce Narasapur-Tirupati link service in conjunction with Machchilipatnam-Tirupati train. There is no proposal for introduction of superfast train between New Delhi-Secunderabad and between Visakhapatnam-Chennai.

EMU service between Howrah and Belur Math

2852. SHRI MOTIUR RAHMAN: Will the Minister of RAILWAYS be pleased to state:

†Original notice of the question was received in Hindi.

(a) whether EMU service between Howrah and Belur Math was started in 2003 ignoring the report of passenger traffic survey conducted by commercial department causing substantial financial loss to Railways;

(b) if so, whether his Ministry has enquired into the matter and if so, the details thereof;

(c) if not, the reasons therefor; and

(d) whether an important goods siding was closed to facilitate EMU service?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The proposal for running of EMU services between Howrah and Belur Math was mainly conceived to cater to tourist traffic visiting the internationally famous Belur Math Temple.

In the absence of any definite parameters for examining commercial feasibility, the traffic figure has to be assumed and other socio-economic considerations taken into account while finalizing the proposal.

(b) Matters have been examined and following have been observed:

(i) There was an increasing trend of passenger traffic of Belur Math-Howrah-Belur Math from 2004-2005 to 2005-2006.

(ii) It was a great benefit for the passenger originating from Liluah to Howrah. Also, there was positive growth of traffic for Liluah-Howrah segment.

(c) Does not arise.

(d) The G.T. road siding, where Steel Authority of India Limited despatches inward Traffic consisting of finished steel product was closed and the same traffic was diverted to SAIL siding at Janai Road and to Goods office at Shalimar/Howrah.